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South and West were allied; in the surplus and panic period of 1836-1837, in which the Van Buren administration secured Western support; in the election of 1840, where they were a vital issue; and in the legislation of 1840-1841, which resulted in the general preëemption act. In this period the public lands formed a political issue of the first importance. The controversies raged most keenly in the Senate, because there the public land states possessed greater power than in the House, with its large representation from the Northeast. Benton, Clay, and Calhoun were the advocates of important measures, and it must not be forgotten that Webster's "Reply to Hayne" was delivered during the debate on a resolution dealing with the public lands.

Because of this clash of sectional interests no comprehensive land legislation could be obtained. Compromise measures alone could be secured. And although it seemed from time to time that the public domain was to be bartered away in return for political support, yet the period closed with the national control but little diminished. After 1842 the public lands declined rapidly in political importance, although the hostility of the South prevented the enactment of a homestead law until 1862.

The present study has been based upon a very wide range of material. Aside from the government documents and available secondary works the bibliography includes the files of sixty-one newspapers, and a number of manuscript collections. The text is remarkably free from typographical errors; two however should be noted: on page 15, note 1, "fifty" is used instead of "five" per cent; and on page 40 the vote should read 21 to "27," instead of "24." Three charts show the geographical distribution of important votes in the Senate.

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*Allgemeine Verkehrsgeographie.* By KURT HASSERT. (Berlin: G. J. Göschen'sche Verlagsbuchhandlung. 1913. Pp. viii, 494. 10 M.)

It is now more than forty years since the publication of the extensive treatise on commercial geography—one of the first books to bear this name—written by Professor Carl Zehden of the Handels-Akademie of Vienna. For the quarter of a century following the appearance of this work, there were but few important additions to the literature of general applied geography; so that,

until fifteen years ago, one could find only a limited number of methodical treatises within this field of study. But since 1897, there has been a noteworthy development of the literature, until today there are to be found a goodly number of textbooks or handbooks bearing such titles as economic geography, commercial, physical and commercial, trade, or industrial geography. Furthermore, there are titles showing a combination of these or other terms descriptive of various phases of geography other than the types which prevailed a few decades ago. In spite of the diversity of titles, many of these volumes cover the same general field, but the manner of approaching the field is not always the same. It would seem that, as yet, the limitations of the field of economic geography, the method of treating the subject-matter, and the relation of this branch of science to other more or less well-defined branches of study are questions which, in the minds of many interested students, are still open to serious consideration.

In 1898, Professor Hassert received an appointment to deliver the lectures in geography in the commercial school which had just been opened at Leipzig. The present book is the result of these lectures. Their original arrangement, so far as material is concerned, has largely been followed, although, as might be expected, their contents have undergone a great deal of extension and deepening, in order that they might keep pace with the wonderful expansion which the science of geography has undergone since the lectures were first prepared. The author has kept constantly in mind the manifold influences of natural conditions upon commerce as well as upon man, the agent of trade; nor has he been unmindful of the fact that commercial geography and economics bear more or less close relationships to one another at various points of contact. On the whole, the volume represents an important addition to the literature on one particular phase of economic geography.

It is divided into four main sections. The first (84 pp.) is of a general nature and embraces a discussion of commerce as a geographical phenomenon of the earth's surface and as a phenomenon of locomotion. Here also are included the particulars necessary for the construction of isochronic maps. The second main division (126 pp.) discusses commerce by land and by inland waterways. There are separate chapters on roads, caravan routes, caravan trade, the evolution of railways, the economic geography of railways, and the railways of the different continents. In sec-

tion three (194 pp.) communication by sea is discussed in eleven different chapters, including such topics as seaports, the necessity of straits and isthmuses, the Suez, Panama, North Sea, and Baltic canals. Finally, in section four (52 pp.) there is to be found a consideration of the means of disseminating intelligence, a part of the book which, as pointed out by the author, is less adapted to geographical treatment than any of the others. There are chapters dealing with the languages of commerce, the post office, the telegraph and the telephone, the submarine cable, etc.

At the end of each chapter is an extensive bibliography covering, in each case, the special topics discussed; and numerous references and footnotes are to be found scattered throughout the volume. Most of the references cited, however, are in German. The book is unusually free from statistical data. There are several maps drawn by Professor Max Eckert and taken, with his permission, from his *Leitfaden der Handels-Geographie* (third edition, Leipzig, 1911).

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*Die Wirtschaftsverfassung der Republik Chile. Zur Entwicklungsgeschichte der Geldwirtschaft und der Papierwährung.*

By ERNST WAGEMANN. (Leipzig: Duncker und Humblot. 1913. Pp. 253. 6 M.)

It is refreshing, in the midst of the superficial trade and travel literature about Latin America and especially South America prevalent today, to encounter a book like this. The scenery is not mentioned once, or the peculiar Latin-American temperament. No specific methods for developing trade are suggested, but this book in its 228 pages of text is packed with economic information about Chile which, to the best of my knowledge, is correct and on the whole correctly interpreted. Furthermore, despite their quantity the facts and figures do not get the upper hand, but are kept in proper control and proportion.

As its subtitle shows, the book is written from the viewpoint of the economic historian; and the fluctuating paper standard of Chile is perceived to be the most pressing economic problem of Chile today. Without following the order of the book, which develops formally from "Ausgestaltung" to "Grundlagen," 9 pages are devoted to the colonial period and in bringing Chile up to 1830, during which time the existence of the *Naturalwirtschaft*